

THE STOCK MARKET WEAK

Failure of the Seventh National Bank the Cause.

Sentiment Over the Financial Situation Gloomy and Pessimistic. Metropolitan Street Railway Declines Sharply—St. Paul Also "Soft."

NEW YORK, June 27.—The Stock Market opened only fairly active and at general and material declines from yesterday's final prices, there being but few exceptions to the common drift of prices. The influences apparently dominating the speculation were the same as those prevailing yesterday, namely the disquietude growing out of recent troubles in banking circles, the active monetary conditions and the unfavorable attitude of London.

Fractional declines were shown in American stocks in the London market, the tone of which was reported generally weak with a very sharp decline in the Rand issues.

This morning's news contained virtually nothing bearing directly upon the market in either direction. The advances from the Western agricultural sections continued encouraging, and this morning's returns of railway traffic were further gratifying exhibits. Little or no attention was paid to the two last-named matters, however, and speculative sentiment seemed to be altogether gloomy and pessimistic.

As regards special features of the market it may be noted that the local traction stocks were relatively firm with the exception that a particularly sharp break appeared in Metropolitan Street railway. In the railway list St. Paul was a particularly weak feature. Other active issues were the Erie stocks, the Reading shares, and the Wisconsin Central. In the industrial quarter the United States Steel issues continued to lead in respect of activity, and this morning after opening with developed steadiness, Sugar Refining was also active and decidedly strong. Little was done among so-called specialties. People's Gas was down in slight decline from yesterday's final prices, as was Western Union. The Copper stocks were dull and steady.

The announcement was made that the Seventh National Bank had been obliged to close its doors weak, declines everywhere being sharp.

New York Stock Exchange.

Corrected daily by W. B. Hibbs & Co., members of the New York Stock Exchange, 1419 F Street.

B. & O., preferred	13 3/4	14 1/4	13 3/4	13 3/4
B. & O.	107	107	106	106 3/4
Berkley Rapid Transit	81 1/2	82 1/2	80 1/2	81 1/2
Berkley Rapid Transit, preferred	81 1/2	82 1/2	80 1/2	81 1/2
Chicago, B. & Q.	105 1/2	106 1/2	104 1/2	104 1/2
Chicago, B. & Q., preferred	105 1/2	106 1/2	104 1/2	104 1/2
Chicago & Erie Western	105 1/2	106 1/2	104 1/2	104 1/2
C. & S. P. and P.	17 1/2	17 3/4	17 1/2	17 1/2
Chi., R. I. & Pacific	167	167 1/2	166	166 1/2
Chicago & C. Western	24 1/2	24 3/4	23 1/2	24 1/2
Chicago & C. Western, preferred	24 1/2	24 3/4	23 1/2	24 1/2
Consolidated Gas Iron	219 1/2	220	218	219 1/2
Continental Trol. pfd.	118 1/2	118 1/2	118 1/2	118 1/2
Continental Trol.	118 1/2	118 1/2	118 1/2	118 1/2
Erie	41 1/2	42 1/2	40 1/2	41 1/2
Erie & C. & D.	105 1/2	106 1/2	104 1/2	104 1/2
Illinois St. pfd.	70 1/2	71 1/2	70 1/2	70 1/2
Illinois St.	70 1/2	71 1/2	70 1/2	70 1/2
Louisville & Nashville	108 1/2	109 1/2	107 1/2	108 1/2
Metropolitan Traction	173 1/2	174 1/2	172 1/2	173 1/2
Metropolitan Traction, preferred	173 1/2	174 1/2	172 1/2	173 1/2
Missouri Pacific	119 1/2	120 1/2	118 1/2	119 1/2
M., K. & T. pfd.	62 1/2	62 1/2	61 1/2	62 1/2
M., K. & T.	62 1/2	62 1/2	61 1/2	62 1/2
New Jersey Central	165 1/2	166 1/2	164 1/2	165 1/2
New York Central	138 1/2	139 1/2	136 1/2	138 1/2
New York Central, preferred	138 1/2	139 1/2	136 1/2	138 1/2
Pacific Mail	41	41	41	41
Pennsylvania Railroad	150 1/2	150 1/2	149 1/2	150 1/2
Pennsylvania Railroad, preferred	150 1/2	150 1/2	149 1/2	150 1/2
Reading firsts pfd.	26 1/2	26 1/2	27 1/2	27 1/2
Southern Pacific	58 1/2	59	57 1/2	58 1/2
Southern Pacific, preferred	58 1/2	59	57 1/2	58 1/2
Southern Railway pfd.	86 1/2	87 1/2	86 1/2	86 1/2
TEXAS PACIFIC	41 1/2	41 1/2	41 1/2	41 1/2
Texas Coal & Iron	67 1/2	67 1/2	66 1/2	66 1/2
Texas Coal & Iron, preferred	67 1/2	67 1/2	66 1/2	66 1/2
Union Pacific pfd.	99 1/2	100	99 1/2	99 1/2
Union Pacific	99 1/2	100	99 1/2	99 1/2
U. S. Leather, pfd.	78 1/2	79 1/2	78 1/2	78 1/2
U. S. Rubber	21 1/2	21 1/2	21	21
U. S. Steel	48 1/2	49 1/2	48 1/2	48 1/2
U. S. Steel, preferred	48 1/2	49 1/2	48 1/2	48 1/2
Wabash, pfd.	43	43	41 1/2	42 1/2
Western Union Tel.	12 1/2	12 1/2	12 1/2	12 1/2